

vice, a gospel worker of Poughkeepsie, admitted that he had visited Thaw. The Dutchess county jail because he wanted to use his impressions of him as a terrible example to young men. He followed Thaw about for some time and history and was surprised to find him remarkably well informed on both subjects.

"I remarked to him," said the clergyman, "that I regretted very much the circumstances which compelled his staying in jail. He then asked me if I had followed his case. I said that I had followed it very closely. 'Do you know,' said Thaw, 'that he was a very bad man? I said that judging from the testimony brought forth by Thaw, I said that there were several other cases not brought out in the trial where Thaw had led young girls astray. He then went into the cell and brought out some letters which he said had been written by Stanford White to young girls. I did not read the letters, as Thaw's dinner was waiting for him on the table.

"As I started to leave," Mr. Angevine continued, "I put out my hand, which is my custom, and shook hands with Thaw. Thaw gave me a cigar, but I said I would not smoke it, but would keep it in my pocket and carry it away with me."

Otto Best, a Tammany Hall man and former keeper of the third tier of the Tombs, testified that he had discussed politics with Thaw and had been converted from being a follower of Bryan and free silver. He said that Thaw sent him to work on finance by Alexander Hamilton with an article marked which corroborated what he had told him about the dangers of free silver. Thaw, he said, was saying that he had made a good President.

William W. Smith, an aged and wealthy coach drop manufacturer of Poughkeepsie, testified that he had visited Thaw and endeavored to comfort him by reading to him from the Scriptures and quoting the promises made in the Bible. Thaw, he said, agreed with him and seemed to be very familiar with the Bible. Thaw also told him that his father, William Thaw, had been a very wealthy man, but while he had made \$1,000,000 for himself he had made \$1,000,000 for his father by developing lands and building railroads and industries. In Mr. Smith's opinion Thaw was entirely sane.

Joseph H. Hodge, 26 years old, formerly Commissioner of Juries of Westchester county, who lives in Peekskill, testified that he had questioned Thaw on the train for the purpose of finding out whether or not he was insane. As the witness had been a conductor for many years on the New York Central Railroad, he talked with him on that subject, and found him very conversant with the railroad matters both of this country and Europe.

"Did you talk with him on the subject of the killing of Stanford White," asked District Attorney Mack.

"No, sir,"

"Why didn't you?"

"Well, I don't know," replied Uncle Joe, who is a pretty old man, even at 76; "why don't you ask me why I have never been to heaven?"

"Then you didn't ask him if he considered that it was an act of Providence which had removed Stanford White?"

"No, sir," replied the witness, "but I believe it was an act of Providence—and I am one, too."

William C. Holmes, a former keeper in the Tombs, who is also a G. A. R. man, talked with Thaw about the civil war. Thaw told him that he had been in the Union army, one of whom was killed in battle and another had been taken prisoner twice. The witness was once taken prisoner in the war.

Frank Kearney, now of Cleveland, Ohio, but formerly a keeper at the Matteawan asylum, gave an account of Thaw's life in the madhouse. He said that Thaw seemed perfectly rational and that they frequently held conversations together. On one occasion, he said, a patient got into a violent frenzy and was held down on the floor Thaw came running in and wanted to know if he should not telephone for help.

"I told him," said the witness, "that I guessed we could manage it, and he said that we could, but that some other patient might come up and strike up with the head of the bed and strike. This was a matter that I had not thought of before that time."

"Thaw had permission to go to the chapel and play the piano," continued the witness, "and I usually accompanied him. One day last winter we found it very cold in the chapel and he offered me a cigar. I said, 'No, I have some points to do.'"

"Oh, it's all right," I have a heavy sweater on." Then I took the overcoat and we sat there for about a half hour while he played.

The witness was questioned by the lawyers for the State as to whether Thaw had ever made any complaints about the treatment he received in the madhouse. He said that he had not.

"Thaw's partner made a mislay and lost the game," said Kearney. "I don't know why I did that," said the man. "I do," replied Thaw. "Why? asked his partner. 'Because,' said Thaw, 'you're a damn fool.'"

It was reported to-day that the lawyers, after to-morrow's session, will ask for an adjournment until next week, as Thaw wants time to get some physical evidence before he is examined by the insanity experts for the State.

#### YOUNG NEGRO ROBBER'S STORY.

Had Made a Haul in Yonkers and Told of a Gang for Whom He Was Working.

YONKERS, July 13.—A negro boy who says his name is Fred Douglas and that he is 16 years old was arrested at the Park Hill station early this morning after three men who were seen with him had disappeared. The boy confessed that he had entered the home at 40 Hamilton avenue of Alfred Reeves, general manager of the American Motor Car Manufacturing Association, and had stolen \$35 and a gold watch and the clothing of William H. Shutt, Mr. Reeves' father-in-law. The boy said that he lived at 26 Second avenue and Fort Street, New York. He had \$16, which he said was his share of the proceeds of the robbery.

Gov. Johnson said two of his pals were Arthur Goodwin and William Davenport and they were under the leadership of a gang whom he knew as "the Parkers."

He said that he had been in New Rochelle and got \$400, of which \$25 was given back to him by the gang.

Adjured to Pray for Rain.

PATERSON, N. J., July 13.—"I ask you all to pray that rain may fall to relieve the distress caused by the long continued drought," Dean McNulty said in a prayer of adjournment to-day from the altar in St. John's Roman Catholic Church. Northern New Jersey is suffering from a lack of rain, and many hundreds of thousands of acres are being ruined.

Charles Pizer's Groom Kills Himself.

Charles Pizer's groom shot himself dead last night in front of 239 West Sixty-eighth street. His name was William Pfeiffer and his address was Newport, where Mr. Pizer has a summer home. Mr. Pizer is the head of the firm of Charles Pizer & Co., manufacturing chemists, at 31 Maiden lane. He is now in Europe. It is thought that the groom had been drinking.

Gov. Johnson Ill.

MINNEAPOLIS, Minn., July 13.—Gov. John A. Johnson is seriously ill at his apartments in the Aberdeen Hotel and his engagements for this week have been cancelled.

Gov. Johnson has already undergone three operations for appendicitis and intestinal ailment, and his present indisposition is due to a recurrence of his old trouble.

#### BRENTANO'S \$2.50 ON VOYAGE BOOK BOXES \$5.00 \$10.00

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#### SHE'S AN ENGINEER.

But Her Science Couldn't Master the Inroads of a Bulky Automobile.

Policeman William Eymon followed a runabout up Central Park West last night with suspicion in his eye and a stopwatch in his hand. At eighty-ninth street he overhauled the machine.

"You're under arrest," he said. "Twenty miles an hour."

A gentle shriek came from the driver of the car.

"Why, we just couldn't have been going so fast as all that, and we'll go over so much slower anyhow if you say so."

The policeman persuaded his prisoner to go with him to West 100th street station, where she told Lieut. Sheehan that she was Irene Bulger, 26 years old, of the Bayard Hotel, 142 West Forty-ninth street.

"And I am an engineer, too," she said. "I am one of the three women in Pennsylvania that have a diploma and are qualified to drive automobiles."

A man who was with her sent word to Joseph Farley of the Bayard Hotel, who went to the station and gave \$100 bail. Then they went outside and the two men got in the runabout while the engineer cranked up. She cranked and cranked, but there was no response. Then she began, coolly and calmly, as an engineer should, to over the car, and tried to find out what was wrong. Fifteen minutes of diligent engineering produced no results except that a crowd had collected.

"Get a horse. Feed it some sugar," the omnipresent humorist advised.

Finally the engineer gave it up in despair, but the crowd would not have it so.

"Say, Miss," said the small adviser, "don't you think that if some of us guys gets behind the wheel, you know, you'll be able to handle it?"

The engineer was not hopeful, but she consented to the plan, and under the prodding of six city cops the runabout rolled down toward Columbus avenue. But still no reassuring chug-chug.

Just as they reached the corner along came a dingy car with a greasy looking man at the tiller. Whether he was an engineer or not he didn't stop to say, but when he saw a fellow motorist in trouble he didn't hesitate. In two minutes he was down flat on the pavement under a convincing twirl, which resulted in a satisfying rumble of resuscitated machinery. Mrs. Bulger, engineer, sped on her way.

She said later at the hotel that they had been driving to the hotel, but the Arrowhead Inn, but had succeeded only in finding Yonkers and were just about to try again when she was arrested.

#### TO BOSS BROOKLYN POLICE.

A. W. Booraem, New Fourth Deputy, "Not a Friend of McGarran."

Alfred W. Booraem, formerly Assistant Corporation Counsel, is the new Fourth Deputy Commissioner of Police and will have charge of the Borough of Brooklyn, where he lives.

The appointment was announced by Commissioner Baker yesterday noon. Mr. Booraem, it is said, is not a friend of Senator McGarran; in fact, opposed to him. He is a lawyer and a graduate of the Columbia law school. He was admitted to the bar in 1898 and entered the office of Courtlandt Bros. He has lived in Brooklyn most of his life and before entering Columbia was graduated from the Brooklyn Polytechnic Institute.

In December, 1898, he became assistant accountant in the Department of Finance. In 1902 he left to accept a position as secretary to Col. Robert Grier Monroe in the Department of Water Supply. He was appointed Assistant Corporation Counsel in 1903 and remained in that capacity until he was elected to the office of Deputy Commissioner of Police.

Mr. Booraem is a sergeant in Squadron A. He took his oath of office before Commissioner Baker at noon yesterday and will have present appointments in the office of the Corporation Counsel at the end of the year. The new Fourth Deputy's office is at 204 Lincoln place, Brooklyn.

At Brooklyn Police Headquarters Mr. Booraem said that he was a Democrat and had no political affiliations and that he didn't know what political district he lived in, but would endeavor to give Brooklyn an efficient administration.

Mr. Booraem committed himself to the McGarran question, saying simply that he was a Democrat. He said that he would restore police autonomy in Kings county, but he would not do so in Queens, as Commissioner Baker was before Bingham made his changes.

Commissioner Baker made several changes in his present appointments. He has also abolished the title of "first grade detective." Nelson J. Merrill, who was a first grade detective attached to the Second Avenue station, was promoted to sergeant and sent to patrol duty from the old West Twentieth street station. Lieut. Charles G. Mead, who is a lawyer and was in the legal department of the department, was promoted to sergeant and sent to patrol duty from the East Twenty-second street station and Lieut. John B. R. Tyler of the bureau of supplies was sent to desk duty in the Fifth street station.

#### HINT AT REAL ESTATE GRAFT.

New York Central Men Threaten to Strike Against Moving Order.

PITTSBURG, July 13.—Orders given by New York Central officials to move the Erie Railroad from McKees Rocks to Newell, Pa., a distance of fifteen miles, has resulted in a strike of the men working on the line, according to an ultimatum handed up by the engineers and firemen to-day to the officials.

McKees Rocks headquarters for trainmen have been there since the road was first built, and many of the 2,000 workmen own their homes. They say that the men should be forced to move to Newell.

The workmen say that certain officials planned five years ago to make a land grab out of the McKees Rocks station, and time for a song and now offering homes to the railroad men at high prices.

Latin-American Chamber of Commerce.

Supreme Court Justice Elnager signed yesterday articles of incorporation for the Latin-American Chamber of Commerce, which is formed to foster trade and commerce between Spain, Portugal and the Spanish American and Portuguese American States and to reform abuses and unjust and unlawful exactions. The incorporators are George C. Vedder, Edward T. Teiry, Clarence L. Thurston, Hugh M. Kohler and Alexander del Mar.

#### WRIGHT FLIER GETS A FALL.

TWO TRIES BY ORVILLE, BOTH UNSUCCESSFUL.

Not Air Enough From the Right Quarter to Keep the Aeroplane Going and the Craft Hits the Ground Hard, Smashing One of the Runners Considerably.

WASHINGTON, July 13.—Adverse atmospheric conditions this evening made Orville Wright's two efforts to fly his aeroplane unsuccessful and on neither attempt did he go more than a few hundred yards. On the second effort he went earthward so rapidly that he did not have time to cut off his power and the machine banged into the ground at high speed. The runners touched once and the machine leaped onward. When it came down for the second time the left runner hit a knoll and was broken.

It will probably take most of to-morrow to make repairs, and the Wrights say they will probably make no effort to fly to-morrow. For the last week there has been too much wind from one quarter or another. This evening, however, there was scarcely a breath, but what there was came from the wrong direction. Consequently there was no pressure on the planes and Orville Wright could not get the speed and height to make the first turn where he wished.

He had either to go on southward, leaving the drill ground and going over a dangerously rough ground, or to make a landing. So he landed much harder at the end of the second flight than he intended.

The efforts to fly were made an hour after a heavy rainstorm, which left the field slippery and muddy. The machine was rolled to the starting derrick by the enlisted men of the Signal Corps in wide detours around great pools of water. It wasn't very long before the Dayton aviators thought conditions were right and the engine was tried out as the machine was anchored to the ground.

The engine didn't work very well and Wilbur went to work with his oil can. The oil helped matters and after the engine had burning the Wrights took his seat in the car and started off.

The start was not good. The aeroplane left the end of the monoplane very slowly and the ground was very rough. The lower plane brushing through the long grass. The machine, however, went upward and for a moment seemed well toward on its way. The Wrights tried to turn 40 yards but the field was still pretty close to the ground, certainly not higher than the aeroplane itself, which lay directly in his course if the machine should fail to turn.

The Wrights had planned a speed test of the machine to-day, and before the flight Wilbur laid a large plain painted white in one corner of the field so that Orville could guide the machine around the corner and make each of the two flights a record breaker because it was straight away over country instead of over a field. Wilbur's run was pretty badly smashed. The machine was hauled and the day's work was over.

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John Holbig, a twenty-one-year-old aeronaut, who with Clifford Ackerman has been making ascensions at the Bayonne Amusement Park, had a narrow escape when he made his ascent on Monday night. The balloon was filled with hot air from a stack built over a trench in which a fire is burning. When the signal is given to let the balloon go a cover is put over the top of the stack.

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At that moment the last rope was let go and as the balloon soared up toward the west it was seen that a flame was creeping up the bag. The shouts of the crowd did not alarm Holbig, who took them for applause, but a bit of burning rope which struck his hand warned him that something was wrong. Standing on his trapeze he reached up as far as he could and tried to beat out the fire with his hands.

At this time the balloon had reached a height of about eight hundred feet and had drifted out over Newark Bay. Ackerman, who as soon as he saw his partner's plight had grabbed the revolver used for signaling from the hand of the starter, thought that it was safe to risk a parachute drop and fired two shots, the peremptory signal for the drop. Holbig pulled the cord that cuts loose the parachute and dropped. The parachute opened up when he was about four hundred feet above the water, but a man and woman in a rowboat who were intently watching the burning balloon failed to get out of the way and as Holbig reached the end of his drop he landed on the side of the boat, nearly capsizing it and scorching the skin from his side.

A launch which was in readiness picked up the balloon when it descended. Holbig was taken ashore and attended by Dr. Arford. It was found that his hands had been burned in his efforts to beat out the fire and that his side and legs were painfully bruised from his collision with the rowboat. He was able to be up yesterday, but it will be several days before he can make another ascension.

Holbig has been in the business only about a month and this was his third ascension. Last Friday when Ackerman made an ascension the wind was from the east and instead of blowing him across the bay it drifted him inland, and in crossing the New York Central tracks the balloon caught and tore on the wires of the bridge. Ackerman says that he managed to hold to the cables and stayed up while the balloon fell to the track below, where shortly afterward it was ground to shreds beneath the wheels of an express.

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Supt. Stevens Denies That There Is Any Favoritism.

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"It has been intimated that this department is interested directly or indirectly in some bonding company or that a preference in this matter has been stated that contractors have been told that it would be to their advantage to deal with that one agent."

"The statement is absolutely false. Any such representation is misrepresentation. No one has a preference here. The bond of any company with proper financial standing will be accepted."

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The Millard & Lupton Company of New York was the lowest bidder for building the canal at the Genesee River, its bid being \$1,887,030.

Low bidders on the various Mohawk River dredging contracts were: Houston & Rochester, \$490,522; S. Pearson & Son, Inc., Lowell, Mass., \$400,000; American Pipe & Construction Company, Philadelphia, \$585,720; American Pipe and Construction Company, Philadelphia, \$2,881,040.

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Highway Commission Approves of Doing Away With Them.

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The commission has made a start by certifying to the Attorney-General the proposed resolutions adopted by the Board of Supervisors of the town of Schenectady, for the abolition of the toll bridge over the town of Schenectady.

Fifty per cent. of the expense incurred in the condemnation and acquisition of a bridge is paid by the State, 35 per cent. by the county in which the bridge is located and 15 per cent. by the town. After the acquisition of a toll bridge by the town it is maintained as a free bridge by the town. The town is playing a part in the condemnation of a toll bridge as a part of the highway system in the county.

SAW HER BOY CRUSHED.

Six-year-old Run Over in Front of His Williamsburg Home.

Martin Sylvander, a six-year-old child of Mrs. Mary Sylvander of 1219 Halsey street, Williamsburg, was run over and killed by a Halsey street car in front of his home last night. Mrs. Halsey was sitting on the front steps of her house at the time and the little boy was playing with a number of others in the street. He stumbled in trying to get out of the way of the approaching car and was struck by the fender of which three or six or eight feet away. Before the car could be stopped the front wheels had passed over him.

The mother ran into the street and tried to draw the body from beneath the car but was held back by neighbors. Some men got a long timber and pried up the car until the boy could be taken out. He was taken to the German Hospital, where he died half an hour later.

The motorist, Patrick Egan of 219 Marion street, Brooklyn, was locked up.

NICOLA SHOOT'S AND RUNS.

Very Much of a Mystery Beside the Harlem Gas Tanks.

Nicola—and that's all the name the neighborhood knew him by—Nicola the cobbler and suspected Black Hand blackmailer of the Harlem Italian colony, shot Joe Seeger, the head of the Police, in front of Jefferson Park at 110th street last night. Then Nicola ran away.

Why? Who knows? Nobody knows why one man shoots another up there in the gas tanks—at least nobody tells if he does know.

The police didn't catch Nicola. Joe Seeger is in the Harlem Hospital, will die the surgeons say.

LATHAM FLIES AND BUMPS.

Cross Channel Venture Postponed Pending Trifling Repairs After Trial Trip.

Special Cable Dispatch to THE SUN.

CALAIS, July 13.—Herbert Latham took his aeroplane out for a testing flight at 8 o'clock this morning, as he wished to try the effect of some slight alterations before attempting his flight across the English Channel. The flight was satisfactory, but when the aviator attempted to land the aeroplane struck the ground sharply and suffered some minor damage.

When Latham prepared for the flight there seemed to be but little wind, but as there are no trees or flagstaffs about his testing grounds it was difficult to judge. Moreover, the dunes where the aeroplane is stabled are sheltered by rising ground, but when the clouds moved slowly toward the testing grounds the speed during the test was thirty-six miles an hour and the greatest height reached was 150 feet.

In landing, the aeroplane struck the ground sideways, breaking a small wheel in front used in starting and damaging one of the aluminum propeller blades. The damage was trivial, however, and according to the statement of the machine's constructor, Levasseur, it could be repaired in three hours at a cost of \$4.

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